In railway accidents, there are limitations in relief and rescue effort as at best only two cranes can be used at a time (one from each end). The actual time taken depends upon several factors such as severity of accidents, extent of jumbling of coaches, location and terrain involving bridges, formation, embankment etc., soil and lading, weather conditions, accessibility by cranes etc.

(d) In order to further improve the response time, Ministry of Railways had set up a High Level Committee on Disaster Management, whose report has been accepted by the Government. Various recommendations of the committee are under implementation on Zonal Railways. The time taken for implementing various recommendations ranges from three months to three years.

Separate tracks for ordinary and superfast trains

†3287. SHRIMATI CHANDRAKALA PANDEY:
SHRIMATI SAROJ DUBEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are contemplating to implement an effective scheme for laying separate tracks for ordinary and superfast trains;

(b) if so, by when; and

(c) if not, how long the Railways would continue to subject the rail passengers to untimely death?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) Does not arise.

(c) There is a continuous improvement in safety performance of Indian Railways. The safety index of accident per million train kms. has reached 0.44 (provisional) in 2002-03, which is the lowest in the history of the Indian Railways.

Insurance scheme for passengers

3288. DR. DASARI NARAYANA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce railway passengers insurance scheme by charging nominal premium so as to assure their life and baggage; and

†Original notice of the question was received in Hindi.